



Who We Are

The Metropolitan Transportation Commission (MTC) was created by the California Legislature in 1970 to plan the transportation network for the nine Bay Area counties.

As the Bay Area grew, MTC's responsibilities increased, until today MTC is three agencies in one with a wide range of duties and a shared mission: to keep the Bay Area moving. In addition to its original charge to plan, finance and coordinate Bay Area transportation, MTC, as the Bay Area Toll Authority (BATA), is directing an \$11 billion program to improve the region's bridges and protect them against earthquakes. And, as the Service Authority for Freeways and Expressways (SAFE), MTC oversees a regionwide network of freeway call boxes and roving tow trucks.

The three agencies are directed by MTC's 19-member policy board. To help achieve its mission, MTC is aided by several citizen advisory committees and by a coalition of federal, state, regional and local agencies that are responsible for transportation and environmental quality in the Bay Area.

MTC has a staff of some 160 and an annual operating budget (including consultant contracts) of about \$88 million, which is funded from local, regional, state and federal transportation funds.

In recent years, MTC and BATA have been involved in everything from selecting the design for the new, seismically safe eastern span of the San Francisco-Oakland Bay Bridge to developing the Bay Area's 511 traveler information system, a free service available 24/7 on the phone at 511 and on the Web at 511.org.

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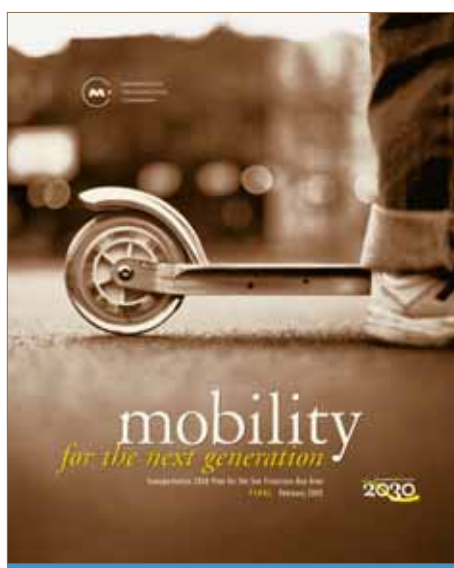
WHAT DOES MTC DO?

MTC Plans – Any new transportation project in the region must be included in MTC’s long-range Regional Transportation Plan to qualify for state or federal funds. With extensive input from the public and its transportation partners, MTC updates this 25-year plan every four years to guide regional transportation investments. Factors considered include available funding, as well as land-use, environmental and community goals.

In addition to long-range planning, the Commission studies or participates in studies of various travel corridors or modes. For example, the Commission recently teamed with BART, Caltrain and the California High-Speed Rail Authority

MTC allocates more than \$1 billion a year for Bay Area transportation projects.

on a long-term plan for expanding and improving rail service – for passengers and freight – throughout the Bay Area and into the Central Valley. MTC planners also track data collected annually from the U.S. Census to study the comings and goings of Bay Area commuters. This information, along with other travel surveys from a variety of sources, is used to forecast travel demand, plan transit routes, and prepare local general plans. (See also “Planning for the Future,” pages 16-19.)



MTC Funds – The Commission votes to allocate and keeps accurate accounting of more than \$1 billion a year. The funds are allocated to Bay Area public transit, local streets and roads, highways, freight facilities, and bicycle and pedestrian routes. To support its allocation decisions, MTC annually scrutinizes transit operators’ budgets and evaluates their service and overall performance. As the Bay Area Toll Authority, MTC is responsible for administering all revenues from the Bay Area’s seven state-owned toll bridges.



Through its Housing Incentive Program (HIP), and Transportation for Livable Communities (TLC) initiatives, MTC provides direct grants to municipalities and public/private partnerships that plan transit-oriented housing developments and community-oriented transportation projects. (See also, “The Funding Pipeline,” pages 20-29.)

MTC Coordinates – MTC devotes considerable energy to keeping the region’s transportation network functioning and to ensuring that the network delivers benefits to every Bay Area community. Working with the region’s transit operators, MTC has spearheaded the TransLink® project to enable transit riders to use a single ticket to ride on all Bay Area transit systems.

MTC Operates – In recent years, MTC has assumed a more active role in managing the Bay Area’s extensive transportation network by launching several “hands on” projects to promote efficient operation and monitoring of the system. (See “You Already Know MTC,” on pages 4-5.) With MTC’s assistance, many partner agencies are using technology to help coordinate traffic signal timing across city or other jurisdictional boundaries, to speed emergency vehicles’ access to fires and traffic accidents, or to increase traffic flows into and out of major events.

StreetSaver™, a pioneering, computer-based pavement management system developed by MTC staff, is helping Bay Area cities and counties to better maintain their local streets and roads.

MTC Advocates – As the transportation agency with responsibility for nine Bay Area counties, MTC is able to broker agreements in the regional interest among numerous local agencies. And, whether testifying in Washington or Sacramento to garner additional funds for transportation or making a case for a policy change to cut red tape, MTC promotes Bay Area priorities to the state and federal governments. By presenting a united regional front, MTC helps the Bay Area to put its best foot forward in the often intense competition for state and federal funding programs.

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WHAT DOES BATA DO?

The Bay Area Toll Authority (BATA) is the newest and highest-profile offshoot of MTC. BATA began operations on January 1, 1998, under the auspices of MTC. It was created by the California Legislature to administer the base \$1 auto toll on the San Francisco Bay Area's seven state-owned toll bridges (the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges). In 2005, the Legislature expanded BATA's responsibilities to include administration of all toll revenue on these bridges, as well as management of the program to seismically retrofit the bridges, in conjunction with Caltrans and the California Transportation Commission.

As part of its activities, BATA funds the day-to-day operations, facilities maintenance and management of the seven state-owned toll bridges. BATA also funds the long-term capital improvement and

rehabilitation of the bridges, including the projects mandated by Regional Measure 1 (RM 1) and the Toll Bridge Seismic Retrofit Program. BATA has authority to set bridge tolls to ensure sufficient funds will be available to complete the seismic retrofit program.

In 2004, BATA also assumed responsibility for managing FasTrak® – the electronic toll collection system used on all Bay Area bridges (including the Golden Gate Bridge, which is owned and operated by an independent authority). Eliminating the need for commuters to stop and pay tolls helps to improve traffic flow at bridge toll plazas. BATA-sponsored marketing incentives and BATA-financed improvements to bridge toll plazas – including more FasTrak®-only lanes – are helping to dramatically expand FasTrak® enrollment regionwide.



HOW DOES MTC WORK?

The Commission

MTC's 19-member panel is made up of 16 voting members and three nonvoting members.

Voting Members

Of the 16 voting members, 14 are appointed directly by local elected officials.

- In each of the more populous counties – Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara – two commissioners are appointed, one by the county's council of mayors and councilmembers (in San Francisco, by the mayor) and one by the county board of supervisors.
- In each of the less populous counties – Marin, Napa, Solano and Sonoma – the county's council of mayors and councilmembers nominates up to three candidates to the board of supervisors, which selects one commissioner.

The other two voting members represent regional agencies:

- the Association of Bay Area Governments (ABAG)
- the San Francisco Bay Conservation and Development Commission (BCDC)

Nonvoting Members

The three nonvoting members represent:

- the state's Business, Transportation and Housing Agency
- the federal Department of Housing and Urban Development
- the U.S. Department of Transportation

Because of this system, most commissioners are local elected officials. All commissioners serve four-year terms and may be reappointed. The chair and vice chair, elected by voting members of MTC, serve two-year terms. The full Commission meets once a month, usually on the fourth Wednesday. It meets as the Bay Area Toll Authority on the same day.

The Commission Works Through Standing Committees

Matters on the Commission agenda usually come in the form of recommendations from MTC standing committees. As much of the nitty-gritty work of MTC is done at the committee level, the public is encouraged to participate at this stage. MTC meetings are open to the public; to confirm dates, times and locations, call **510.817.5757**. Commission meetings and standing committee meetings are carried live on the Web at www.mtc.ca.gov/meetings/schedule/.



MTC's offices are located in the Joseph P. Bort MetroCenter, adjacent to the Lake Merritt BART station in Oakland.



MTC Standing Committees That Meet the Second Wednesday Of the Month:

BATA Oversight

Oversees the work of the Bay Area Toll Authority (BATA), which serves as fiscal watchdog for the revenue generated by the region's seven state-owned bridges as well as the multibillion dollar program to update and expand the bridges.

Meets at 9:30 a.m.

Administration

Oversees operation and management of MTC staff, approves consultant contracts and sets agency financial policies.

Meets at 9:45 a.m.*

Programming and Allocations

Develops regional policies for and recommends programming of federal and state funds for inclusion in the region's Transportation Improvement Program. Also, allocates local and state funds, including bridge toll funds, primarily for transit capital and operating projects. Reviews projects for consistency with regional priorities and air quality laws.

Meets at 10 a.m.*

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MTC Standing Committees That Meet the Second Friday Of the Month:

Planning

Recommends revisions to the Regional Transportation Plan – MTC's evolving long-range blueprint for Bay Area transportation – and oversees other planning studies and programs.

Meets at 9:30 a.m.

Operations

Oversees MTC's transportation management and operational activities, including 511 and TransLink®, highway and arterial operations programs, and the call box and Freeway Service Patrol programs administered by the MTC Service Authority for Freeways and Expressways (SAFE).

Meets at 10 a.m.*

Legislation

Recommends MTC legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and participation programs.

Meets at 10:30 a.m.*

*These meetings start at the time shown, or immediately following the previous meeting, whichever occurs later.



MTC Works Through Advisory Committees

MTC ensures ongoing community participation and guidance by sponsoring three advisory committees, identified below. At their monthly meetings, the committees make recommendations on a range of transportation issues and projects being considered by the Commission. The composition of the three panels reflects the Bay Area's demographic diversity.

Advisory committees make recommendations on issues being considered by the Commission.

MTC Advisory Council – The most broadly based of MTC's citizen participation groups, the Council is composed of 24 representatives from diverse categories, including:

- academia
- business and freight
- community
- environmental
- labor
- public safety
- transportation users
- architecture, construction and engineering
- news media
- MTC's other two advisory committees

The Advisory Council provides advice on Regional Transportation Plan revisions, legislative initiatives, funding priorities and other key subjects.

Elderly and Disabled Advisory

Committee – This committee focuses on issues of concern to the elderly and to persons with disabilities, particularly regarding access to transportation services and implementation of the Americans With Disabilities Act. This federal civil rights law requires, among other things, that public transit operators make their systems accessible to disabled persons.

Minority Citizens Advisory Committee –

This group works to ensure that the views and needs of minority communities identified in Title VI of the federal Civil Rights Act of 1964 are adequately reflected in MTC policies. The Commission appoints members from the nine Bay Area counties covering the region's major ethnic minority groups.



MTC Works With Transportation Partners

To manage a transportation system owned and operated by dozens of different agencies – with hundreds of different facilities, ranging from sidewalks to jet runways – strong organizational links must be formed. To this end, MTC has formed a coalition of some three dozen federal, state, regional and local institutions responsible for transportation and environmental quality in the Bay Area. This group, known as the Bay Area Partnership, includes:

- Caltrans (the California Department of Transportation)
- local transit operators
- representatives from county-level congestion management agencies
- local public works departments
- airports and seaports
- other regional, state and federal transportation and environmental-protection agencies.

Managing the region's transportation assets requires strong organizational links.

The Partnership meets regularly to develop and coordinate strategies to efficiently manage the region's transportation assets. The Partnership's work reflects its commitment to operate the transportation network as a single, well-integrated system. ■